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CLASSIFICATION SECRET

COUNTRY East Germany

REPORT NO.

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TOPIC Schorfheide Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 30 April 1953

REFERENCES

25X1

PAGES 3

ENCLOSURES (NO. &amp; TYPE) 2 - one photograph, one ozalid,

REMARKS

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1.

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Schorfheide airfield originated in the west in forest district 197 and ended in the east in forest district 185. Tree stumps continued to be extracted on the north side of the field. Additional patches of wooded area were to be cleared around the field. However, there were no indications of such activities prior to mid-March.

2. In mid-March, the runway had been excavated in its entire length in a width of 80 meters and a depth of 50 cm. The bottom of the excavated stretch was being levelled. Poles for future levelling work had been set up along the runway. the two ends of the runway were to be connected by a taxiway. In mid-March, work was being done in several shifts. Since early March, one Koetsch (fau) had been construction supervisor at the field. The track leading to the concrete mixing plant branched off from the spur track in forest district 162. It could be noticed that the spur track was to be extended by about 2,000 meters to the east. A clearing about 200 x 100 meters was being established west of the track to the concrete mixing machines in forest district 162 and possibly also in forest district 163. It possible that an ammunition or fuel dump might be established there.

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4. the fence of Schorfheide airfield extended about 80 meters west of the road between forest districts 197 and 198. The eastern fence of the installation was on the road between forest districts 185 and 186. The center line of the runway was about 600 meters north of the intersection between Vietmannsdorf-Gross-Doelin road and the road between forest districts 193 and 161. undetermined number of concrete mixing machines besides large quantities of gravel, cement and stone chippings.

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5. From the switch where the track to the cement mixing machines branched off, the spur track of Schorfheide airfield was lengthened by about 600 meters to the east. Near Grunewald, the spur track extended about 300 meters south of the runway through the village.

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6. [redacted] the runway at the field was going to be 3,500 meters long. At both ends the runway was scheduled to be widened. Concreting work on the runway was started on 31 March. Four concrete mixing machines were being employed. The solidity of the concrete to be used was repeatedly tested in late March. As previously reported, a stretch about 100 meters long and subdivided into individual blocks was concreted in a thickness of 38 cm before Easter. Three concrete mixing machines were employed for this work. Concreting work was to be accelerated after Easter. In March, the roofs of the three-story quartering buildings in the billeting area were completed, an installation work was started. Several single-story temporary buildings were erected in the billeting area.

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7. After early March, material shipments to the field continuously increased. In late March, the cement bins were about half filled. Sections of prefabricated houses were unloaded in early April.
8. A large number of Soviet building engineers, allegedly technical personnel charged with concreting work at the field arrived in the second half of March. About 70 percent of the workers employed at the field were quartered in single-story temporary buildings. The Vietmannsdorf-Gross-Doelln road was not blocked. The road was guarded by two Soviet sentries who checked the identity cards of the Germans. At a workers' rally it was announced that new passes would be issued after Easter. The control of identity cards and passes was especially strict during the first days of April.
9. There were many differences between the German and the Soviet construction headquarters at the field. Orders given by the two agencies often were contradictory which led to much waste and duplication of work. It was rumored that the spur track running from Vogelsang to the field was to be extended as far as Friedrichswalde.
10. Schorfheide airfield which measured about 5,800 x 900 meters was occupied by order of the Soviet occupation forces. The project was referred to as Project W 101. Construction work was executed by the Bau Union Brandenburg; the cost of work was estimated at 50,000,000 east-marks. In late March, the runway was excavated in a length of 3,500 meters and a width of 80 meters. For the north-south connecting taxiways a stretch 350 meters long and 25 meters wide had been excavated. [redacted] a stretch, 600 meters long was to be concreted for testing purposes. The concrete surface of the runway was to be 40 cm thick.
11. In early April, the Bau Union Brandenburg employed 160 employees and 1,765 construction workers at the field. The work force was to be increased to 2,500 men as soon as quartering facilities were available. Work was being done in two shifts. After 15 April, a third shift was to be inserted. A total of 150 to 180 railroad cars loaded with cement, stone chippings and gravel daily arrived at Schorfheide airfield in late March. These shipments were expected to be increased to an average of about 200 carloads daily. Materials shipped to the field between 8 February and 23 March 1953 included:  
Gravel 4,254.6 tons; fine stone chippings 4,858.6 tons; coarse stone chippings 6,089.5 tons; Portland cement 3,737.5 tons; coal 87 tons. The shipment of materials to the field was interrupted from 24 to 28 March because derailed railroad cars had to be repaired.

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12. On 1 April, about 25 trucks and 3 sedans of the Bau Union Brandenburg were issued a certificate which had to be attached to the wind shield. It was also planned to issue new passes to all workers employed at the installation. The passes were to be made out in different colors according to areas which their bearers were allowed to enter. Prior to 31 March, the airfield was guarded by factory police of the Bau Union Brandenburg. On 1 April, a Soviet guard detail moved to the field. <sup>1</sup>

13. Personnel attached to the German-Soviet construction headquarters at the field included:  
Kirik (fnu), Soviet construction supervisor; Tranikova (fnu), Soviet accountant; Koetz (fnu), German construction supervisor; Horst Kuntze; Hans Kunze; Heller (fnu), manager; and Mading (fnu), control engineer. <sup>2</sup>  
On 20 March, General Chuikov inspected the construction site. <sup>3</sup>

14. In mid-March, preparations were made for concreting work at the field. Three concrete mixing machines of a capacity of 1,500 liters each were being set up. The Soviet engineer unit previously stationed at Schorfheide airfield had left and only a Soviet guard company remained at the installation in mid-March. [REDACTED] progress of construction work suffered from a lack of funds.

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25X115. [REDACTED] bins designed to store cement needed for the construction of the runway and taxiway to the field. The level of the track leading to the bins had been raised so that the cement could be transloaded from the railroad cars without difficulty.

25X116. [REDACTED] the runway at the installation was scheduled to be 3,500 meters long and 80 meters wide. The runway was to be provided with a concrete surface 40 cm thick. Special mixing machines were to be employed. <sup>1</sup>

25X1 1. [REDACTED] Comment. [REDACTED]  
25X1 [REDACTED] status of construction work at Schorfheide airfield and  
25X1 further construction work planned there. It appears to be certain that the runway will have a length of 3,500 meters, a width of 80 meters and a concrete surface 40 or 50 cm thick. For original construction plan of the runway which has been reduced to a scale of 1:12,500, see Annex 1. All of the previous information on the projected construction was consolidated, see Annex 2.

25X1 2. [REDACTED] Comment. Colonel Kirik is the chief of the Soviet construction headquarters.

25X1 3. [REDACTED] Lt. General Chuikov also inspected Brand airfield. [REDACTED]  
25X1 [REDACTED] His visit in Werder was also re-  
25X1 ported. [REDACTED]

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Annex 1:

Attachments: Air 3, Army 2, OCI 1,

Annex 2,

Air 8, Army 5, OCI 2.

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Schorfheide Airfield

Legend.

Ba Spur track  
Be Lighting facilities  
Br Well  
El Electric installations, transformer station  
HO Co-operative shops  
K Kitchens, PX buildings, motion picture theater, cultur house  
Lb Laboratories  
Lg Warehouses  
Lz Hospital  
M Ammunition dumps  
P Parking site  
R Taxiway  
S Runway  
Sb Road block  
T Fuel dumps  
U Quarters  
Vw Administration buildings  
We Work shops  
Z Fence  
(Zh Wooden fence)

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SECRET/ [REDACTED] [REDACTED]

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Schorfheide Airfield

Status of late March 1953

I. Location.

The field is located about 55 km north of Berlin and 2 km south of Vietmannsdorf. It has geographical co-ordinations 53° 01' 50'' N/ 13° 32' 00'' E and is 62 meters above sea level. For pin-point location see plain table sheet No 2946/ 47.

II. Possibilities of Approach and Observation.

The airfield is located in the middle of Reiersdorf forest. It cannot therefore be observed from a large distance. However, the roads and forest lanes outside the fenced-in area close to the field can be entered. It has also been possible to date for civilians to use the Vietmannsdorf - Gross-Doelln road, after the identity card was shown. However, it is believed that the road will soon be blocked to all unauthorized personnel. Workers of the construction firms employed at the field are provided with special identity cards with photographs of the bearers. These identity cards are strictly checked when the airfield area is entered. The construction site is guarded by a Soviet guard company and surrounded by a wire fence.

III. Airfield Installations.

Landing field: A logged off area. A drainage ditch is being dug. The surface of the landing field is not yet completed.

Ba-Spur track: Responsible for the maintenance of the spur track is Vogel - sang railroad station. It is 13.5 km long, branches off from the Templin-Zehdenick railroad line south of Vogelsang railroad station, continues south of Steinfeld, Bergluch and Grunewald until forest district 158 but may be extended to the east. Loading ramps are available on a branch track in forest district 191 and 192 where cement bins and storage sheds were observed.

Be-Lighting facilities: Lights serving the construction site are marked by dash-point lines along the runway on the branch track to the cement bins etc.

Br-Wells: Several wells have been constructed south of the runway in order to obtain the water required for concreting work.

HO-Co-operative shops: Such shops had been established in the billeting area in forest district 125.

K: A permanent three-story building containing a motion picture theater, a club house etc., was under construction in forest district 126. Single-story temporary buildings housing kitchens, PX shops etc. for the Soviet guard detail and German construction workers were available in forest district 125.

Lb-Laboratory: Two small laboratories for concrete tests were south of the runway.

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Lg-Warehouses: Warehouses existing in forest district 125 included:

Lg 1: For plumbing material

Lg 2: For timber

Lg 3: For iron

Dumps in the landing field were not taken into consideration. Construction material dumps were available in forest district 126.

Lz-Hospital: In forest district 125.

M-Ammunition dump: A clearing was established in forest districts 162 and 163 for an ammunition or fuel dump. No dump has been established so far.

P-Parking lots in forest district 125.

R-Taxiway: Projected

S-Runway: Under construction. The runway will be 3,500 meters long, 80 meters wide and have a concrete surface 40 cm thick.

San-Sanitary installation: Single-story temporary building housing a dispensary was available in forest district 126.

Sb-Road blocks: Road blocks were observed on the Vietmannsdorf - Gross-Doelln road north and south of the construction site.

T-Fuel dump: See also item M above. A fuel dump for motor vehicles was available near We 2 in forest district 125.

U-Quarters: In forest districts 124, 125, and 126.

Complex 1: Three-story barracks buildings under construction.

Complex 2: Quarters facilities for Soviet workers and guard detail.

Complex 3: Quarters facilities for German workers.

Complex 4: Installations of the Bau Union which will be torn down after completion of the construction work.

Vu-Administration buildings: These buildings are located in the billeting area and include:

Vu 1: Three-story headquarters buildings under construction.

Vu 2: Three-story office buildings with quarters facilities for officers.

Vu 3: Soviet headquarters.

Vu 4: Soviet office in charge of German construction workers.

We-: Work shops available in forest district 125 included:

We1: Motor vehicle work shop

We 2: Motor vehicle work shop with fuel dump, respectively fuelling station and parking lot. Small work shops of the Bau Union were also available in forest district 126 (complex 4).

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